

## UNITED STATES COAST PILOT CORRECTIONS

**COAST PILOT 7**      **37 Ed 2005**      **Change No. 2**  
**LAST NM 5/05**

Page 167—Paragraphs 2659 to 2678; read:

### **§165.1101 Security Zone: San Diego Bay, California.**

(a) *Location.* The following area is a security zone: the water area within Naval Station, San Diego enclosed by the following points: Beginning at

32°41'16.5"N., 117°08'01"W (Point A); thence running southwesterly to

32°40'58.3"N., 117°08'11.0"W. (Point B); to

32°40'36.0"N., 117°07'49.1"W. (Point C); to

32°40'17.0"N., 117°07'34.6"W. (Point D); to

32°39'36.4"N., 117°07'24.8"W. (Point E); to

32°39'38.5"N., 117°07'06.5"W. (Point F); thence running generally northwesterly along the shoreline of the Naval Station to the place of the beginning. All coordinates referenced use datum: NAD 1983.

(b) *Regulations.* (1) In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port San Diego; Commander, Naval Base San Diego; Commander, Navy Region Southwest; or the Commanding Officer, Naval Station, San Diego.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 619-683-6495 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(d) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and enforcement of this security zone by the U.S. Navy.

(CL 97/05; FR 1/12/05)

14/05

Page 180—Paragraph 3029, line 10; read:  
proceed as directed.

### **§165.1199 Security Zones; Military Ocean Terminal Concord (MOTCO), Concord, California.**

(a) *Location.* The security zone(s) encompass the navigable waters of Suisun Bay, California, extending from the surface to the sea floor, within 500 yards of the three Military Ocean Terminal Concord (MOTCO) piers in Concord, California.

(b) *Regulations.* (1) The Captain of the Port (COTP) San Francisco Bay will enforce the security zone(s) established by this section during military onload or offload operations only upon notice. Upon notice of enforcement by the COTP, entering, transiting through or anchoring in the zone(s) is prohibited unless authorized by the COTP or his designated representative. Upon notice of suspension of enforcement by the COTP, all persons and vessels are granted general permissions to enter, transit, and exit the security zone(s).

(2) If more than 1 pier is involved in onload or offload

operations at the same time, the 500-yard security zone for each involved pier will be enforced.

(3) Persons desiring to transit the area of a security zone may contact the Patrol Commander on scene on VHF-FM channel 13 or 16 or the COTP at telephone number 415-399-3547 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the COTP or his designated representative.

(c) *Enforcement.* All persons and vessels must comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene patrol personnel. Patrol personnel comprise commissioned, warrant, and petty offices of the Coast Guard onboard Coast Guard, Coast Guard Auxiliary, local, state, and federal law enforcement vessels. The U.S. Coast Guard may be assisted in the patrol and enforcement of the security zones by local law enforcement and the MOTCO police as necessary. Upon being hailed by U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel must proceed as directed.

(d) *Notice of enforcement or suspension of enforcement of security zone(s).* The COTP San Francisco Bay will cause notification of enforcement of the security zone(s) to be made by issuing a Local Notice to Mariners and a Broadcast Notice to Mariners to inform the affected segments of the public. During periods that the security zone(s) are being enforced, Coast Guard patrol personnel will notify mariners to keep out of the security zone(s) as they approach the area. In addition, Coast Guard Group San Francisco Bay maintains a telephone line that is maintained 24 hours a day, 7 days a week. The public can contact Group San Francisco Bay at 415-399-3530 to obtain information concerning enforcement of this rule. When the security zone(s) are no longer needed, the COTP will cease enforcement of the security zone(s) and issue a Broadcast Notice to Mariners to notify the public. Upon notice of suspension of enforcement, all persons and vessels are granted general permissions to enter, move within and exit the security zone(s).

(CL 91/05; FR 1/24/05)

14/05

Page 189—Paragraph 3222, line 18; read:  
[Datum: NAD 1983]

(3) *Budd Inlet Security Zone:* The Security Zone in Budd Inlet, West Bay, Olympia WA includes all waters enclosed by a line connecting the following points: 47°03'12"N., 122°54'21"W., which is approximately the northwestern end of the fence line enclosing Berth 1 at Port of Olympia; then northerly to 47°03'15"N., 122°54'21"W., which is the approximate 300 feet north along the shoreline; then westerly to 47°03'15"N., 122°54'26"W., then southerly to 47°03'06"N., 122°54'26"W.; then southeasterly to 47°03'03"N., 122°54'20"W., which is approximately the end of the T-shaped pier; then north to 47°03'01"N., 122°54'21"W., which is approximately the southwestern corner of Berth 1; then northerly along the shoreline to the point of origin.[Datum NAD 1983]

(FR 12/10/04; FR 1/12/04)

14/05

Page 363—Paragraph 539, lines 2 to 5; read:

**Station** is on the S side of the bay. A **restricted area** has been established along the waterfront of the Naval Station (See **33 CFR 334.1110**, chapter 2, for limits and regulations.) A **security zone** has also been established around the piers of the Naval Station. (See **33 CFR 165.1199**, chapter 2, for limits and regulations.)

(CL 91/05; FR 1/22/05)

14/05

Page 557—Paragraph 535, line 3; read:

and Olympia Channel Light are the markers.

### Regulated navigation area

A **security zone** has been established in the turning basin of West Bay. (See **33 CFR 165.1321**, chapter 2, for limits and regulations.)

(FR 12/10/04)

14/05

### COAST PILOT 7 37 Ed 2005 Change No. 3

Page 121—Paragraph 1643, line 8 to Paragraph 1644; read:  
approved material is available for inspection at the U.S. Coast Guard, Office of Operating and Environmental Standards (G-MSO), 2100 Second Street SW., Washington, DC 20593-0001, and at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html). All approved material is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part and the sections affected are as follows:

*International Maritime Organization (IMO)*, 4 Albert Embankment, London SE1 7SR, England. IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex Sections 1.1, 2.3, 3.1 and 3.2 with appendices, adopted on 19 November 1987. . . . . **157.450**

IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8 and Annexes 1-10 with appendices, adopted 4 November 1993 . . . . . **157.430**

IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2 and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994 . . **157.445**

*Oil Companies International Marine Forum (OCIMF)*, 15<sup>th</sup> floor, 96 Victoria Street, London SW1E 5JW, England. International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7 and 10, 1996 . . . . . **157.435**

(33 CFR 157.02)

14/05

Page 171—Paragraph 2782; read:

(ii) *The Long Beach Pilot Area*:

Latitude	Longitude
33°43.40'N.	118°11.20'W. (Long Beach Light)
33°43.40'N.	118°10.80'W.
33°41.50'N.	118°10.22'W.
33°40.52'N.	118°10.22'W.
33°40.52'N.	118°11.82'W.
33°41.50'N.	118°11.82'W.
33°43.40'N.	118°11.20'W.

(33 CFR 165)

14/05

Page 194—Paragraphs 3377 to 3381; read:

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

(b) *Traffic separation scheme (TSS)* means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(c) *Traffic lane* means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(d) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(e) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

(33 CFR 167.5; FR 7/31/2000)

14/05

Page 467—Paragraph 178, line 6; read:

local knowledge is advised. In July 2004, depths of 5 ...

(BP 184868)

14/05

Page 470—Paragraph 206, lines 7 to 9; read:

rock, covered 5 feet, is 1.3 miles NW of Portage Head.

(CL 21/05)

14/05

Page 470—Paragraph 216, lines 4 to 5; read:  
low, and black; Duntze Rock is covered 2 fathoms. A lighted  
whistle buoy is 500 yards W of Duntze Rock.  
(CL 21/05; NOS 18485) 14/05

Page 489—Paragraph 221, line 4; read:  
Juan Island. Two dwellings ...  
(06/05 CG13) 14/05

Page 493—Paragraph 261, lines 1 to 2; read:  
**Cattle Point**, marked by a light, is the SE extremity of San  
Juan Island and forms ...  
(06/05 CG13) 14/05

Page 493—Paragraph 264, lines 5 to 6; read:  
Lopez Island; a light is on the point.  
(06/05 CG13) 14/05

**COAST PILOT 7                      37 Ed 2005                      Change No. 4**  
Page 112—Paragraphs 1485 to 1486; strike out.  
(CL 319/05; 33 CFR 117) 14/05

Page 344—Paragraph 359, lines 5 to 8; read:  
entrance channel, marked by two private lights, had a re-  
ported controlling depth of 10 feet in 2002.  
(04/05 CG11) 14/05

Page 415—Paragraph 195, line 1; read:  
**South Reef**, covered 5 feet, is the S continuation of ...  
(06/05 CG13) 14/05

Page 415—Paragraph 198, lines 4 to 5; read:  
seasonal fog signal is near the seaward end of the S jetty and  
a light is about 200 yards inside the seaward end. A lighted  
whistle ...  
(LL/05; NOS 18581) 14/05

Page 444—Paragraph 284, lines 2 to 11; read:  
coast. Cascade General Portland Ship Repair Yard, on Swan  
Island on the E side of Willamette River, is the major repair  
facility at the Port of Portland. There are two floating dry-  
docks here.  
(CL 261/05) 14/05

Page 444—Paragraph 284, line 17 to Paragraph 285; read:  
alongside draft of 40 feet (depending on river stage), and  
3,000 feet of lay-up berths for idle vessels. There is a  
120,000-barrel ballast treatment plant for the offloading of  
oily slops.  
(CL 261/05) 14/05

Page 466—Paragraph 160, line 4; read:  
island.  
(01/05 CG13) 14/05

Page 470—Paragraph 214, line 4; read:  
of Tatoosh Island.  
(01/05 CG13) 14/05

Page 545—Paragraph 358, line 7; read:  
Orchard; the point is marked by a light.  
(03/05 CG13) 14/05

Page 641—Paragraph 76, line 1; read:  
**Chart 81063**  
**Rota Island** (14°10'N., 145°12'E.), of volcanic formation,  
...  
(DOLE/05) 14/05

Page 641—Paragraphs 77 to 82; read:  
**Anchorage**  
**Sasanhaya Bay** affords the only anchorage in Rota. How-  
ever, a swell sets in with winds from any direction except  
northeast. When northeasterly winds are strong, they often  
blow down from the steep slopes at the inner part of the bay.  
Anchorage may be found in depths of 16 fathoms (29  
meters), about 0.4 mile south of the village of Rota (Song-  
song). During northeasterly winds, good anchorage may be  
found on the east side of the bay.

**Caution**  
A naval operating area is off the northeast shore of Rota.

**Tidal currents**  
The diurnal inequality is considerable. The flood attains a  
rate of ½ knot. The flood sets southerly, the ebb northerly;  
turning at about the time of high and low water.

**Harnom Point (Puntan Taipingot)** (14°07'N., 145°07'E.)  
is the south end of **Taipingot**, a prominent headland with a  
distinct 'wedding cake' shape, which forms the southwest-  
erly end of Rota Island.

**Sasanlagu**, a harbor situated on the northwest side of the  
Taipingot Peninsula, affords some shelter during southeast-  
erly winds. A channel, marked by a **118°** lighted range, leads  
to Rota Harbor on the southeast side of Sasanlagu.

**Sasanhaya** is a bay on the east side of Taipingot and south  
of the village of Rota. It is reported (2004) that the bay can  
be safely entered when the radio tower, just west of the  
abandoned railroad tracks on Mt. Sabana (not charted), is  
aligned with the easternmost street light along the coast on a  
course of **065°**  
(NOS 81063; CL 1829/04; CL 191/05) 14/05